

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 06/27/2007

NYC07CA113 File No. 21721	05/06/2007	Bessemer, AL	Aircraft Reg No. N119C	Time (Local): 16:00 CDT		
Make/Model:	Mooney / M-18L			Fatal	Serious	Minor/None
Engine Make/Model:	Lycoming / O-145-C2		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point:	Same as Accident/Incident Location			Condition of Light:	Day	
Destination:	Local Flight			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport/Airstrip			Basic Weather:	Visual Conditions	
Airport Name:	Bessemer Airport			Lowest Ceiling:	None	
Runway Identification:	5			Visibility:	10.00 SM	
Runway Length/Width (Ft):	6000 / 100			Wind Dir/Speed:	045 / 008 Kts	
Runway Surface:	Grass/turf			Temperature (°C):	24	
Runway Surface Condition:	Dry			Precip/Obscuration:	No Obscuration; No Precipitation	
Pilot-in-Command	Age: 45			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	180	
Private; Single-engine Land				Last 90 Days:	90	
Instrument Ratings				Total Make/Model:	91	
Airplane				Total Instrument Time:	41	

After taking off from runway 5, the pilot of a Mooney M18-L remained in the traffic pattern to practice landings. The pilot lined up on the final approach to the runway with 10 degrees of wing flaps extended, and utilized the visual approach slope indicator to adjust his glide path. After passing over the runway end identifier lights, he then turned to line up with the grass between the runway and taxiway, to practice a soft field landing. His intent was to touchdown just past a taxiway that ran perpendicular to his flight path. As the airplane approached the perpendicular taxiway, "the plane dropped suddenly" with no change of "engine power or tone." The airplane then touched down hard, crossed the edge of the perpendicular taxiway, and the landing gear collapsed, substantially damaging the airplane. Winds about the time of the accident were 045 degrees at 8 knots gusting to 15 knots.

Brief of Accident (Continued)

NYC07CA113				
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Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GRASS

Occurrence #3: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's failure to maintain control which resulted in a hard landing and subsequent gear collapse during the landing roll. A factor in the accident was wind gusts.